UNSTARRED QUESTIONS.

Road Census Committee.

*1. MR. V. K. VARGHESE : Will the Hon'ble Minister for Roads be pleased to say :

(*a*) when was the Road Census Committee formed ;
(*b*) who are its members ;
(*c*) how was the Committee constituted ;
(*d*) what is the function of this Committee ; and
(*e*) has this Committee submitted any report ?

HON'BLE MR. K. R. ELANKATH : (*a*) The Road Census Committee was formed in the year 1123 and its first sitting was on 19-10-1123 (1-6-1948).

(*b*) The members are :—

(1) Mr. K. N. Sankunni Pillai, B. A. B. L., Managing Director, Swaraj Motors Ltd., Kottayam.
(2) Mr. H. Nilakanta Iyer, President, A. T. Union Ltd., Alwaye.
(3) Mr. C. M. Chacko, Mg. Director, K. E. T. Association Ltd., Neelimangalam, Kottayam
(4) Mr. R. Parameswaran Pillai, Marikar Transport, Perumbavoor.
(5) Mr. C. L. Varkey, Mg. Director, Standard Motor Union Ltd., Ettumanoor.
(6) Mr G. Chidambara Iyer, B. A B. L., Mg. Director, M. S. S. Ltd., Alleppey.
(7) Mr R. Madhavan Nair, Mg. Director, Central Transports. Ltd., Kayamkulam.
(8) Mr. K. M. Varghese, Mg Director, C. K. M. Union Ltd, Chengannoor
(9) Mr. M. Mohammed Kunju, Proprietor, M. M K. Lorry Service, Punalur.
(10) Mr. M. Velayudhan, M V Motor Service, Trivandrum.
(11) Mr. S. Kumaraswamy, Manager, Pioneer Motor Service, Nagercoil.
(12) Mr. P. Subramoniam, Proprietor, Imperial Trading Co., Trivandrum.
(13) Mr. V. Thiruchittambalam, Manager, Nagar Lorries Union, Nagercoil.

President :—Mr. H E. Lopez, Asst. Superintendent of Police on special duty.

(*c*) Consequent on a resolution passed at a conference of Transport Operators held at the V. J. Town Hall, Trivandrum, on 4-10-1947 (18-2-1123), the Dy. Inspector-General of Police had formed the Committee on the lines suggested at the conference.

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(*d*) The function of the Committee was to co-operate with the Special Officer, Road and Vehicle Census, and report on the maximum and minimum requirements of vehicles for each route.

(*e*) Yes

Bus routes for private agencies.

2. MR. V. K. VARGHESE : Will the Hon'ble Minister for Transport be pleased to say :

(*a*) whether applications are received from private agencies for bus routes on roads other than those used by State Transport ;

(*b*) whether he is aware that sufficient buses are not in use in various lines, and that the travelling public are undergoing considerable difficulties ; and

(*c*) whether Government will be pleased to announce that private agencies can be encouraged in this matter ?

HON'BLE MR. K. R. ELANKATH : (*a*) Yes.

(*b*) Yes, in certain lines.

(*c*) A Press Note explaining the policy of Government on this subject has been issued.

Opening of bus routes by private agencies.

3. MR. V. K. VARGHESE : Will the Hon'ble Minister for Transport be pleased to state the policy of the Government in giving sanction to open new bus routes by private agencies ?

HON'BLE MR. K. R. ELANKATH : A copy of the Press Note issued on the matter is placed on the table.

PRESS NOTE.

Government desire to clarify their policy in regard to the motor passenger service in the State. There are at present two systems of motor traffic prevailing in the State, *viz.*, the State owned services and the private services. The private motor transport system is regulated by the Travancore Motor Vehicles Act and the Rules passed thereunder, the Inspector-General of Police and the Deputy Inspector-General of Police functioning as 'Transport Authority' for issuing permits to vehicles for transport of passengers and goods. At present private buses are allowed to operate on routes not monopolised by the State Transport Department.

In 1945, Government found it necessary to encourage the fleet ownership system, in view of the loss sustained by individual owners on account of the shortage of petrol, scarcity of spare parts and non-availability of vehicles. The smaller groups and individual operators, thereupon, joined together to form larger units. Nevertheless from 1946 onwards, many individuals owning not more than one or two buses were granted permits to operate passenger services. The fleet owners then represented that applications for fresh permits for buses and lorries should not be entertained until the traffic requirements on every route were properly assessed and fixed. They

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